

**BY ORDER OF THE COMMANDER
MOUNTAIN HOME AFB**

**AIR COMBAT COMMAND INSTRUCTION
21-105**



**MOUNTAIN HOME AFB
Supplement**

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Maintenance

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ACCI 21-105, 13 May 2003, Incorporating Change 1, 9 April 2007 is supplemented as follows. This supplement establishes procedures and assigns responsibilities for aircraft wash rack, aircraft and Aerospace Ground Equipment (AGE) paint operations at Mountain Home AFB (MHAFB). This publication pertains to all MHAFB Aircraft Maintenance Units (AMU), the 366th Equipment Maintenance Squadron Munitions Flight (366 EMS/MXMW) and AGE Flight (EMS/MXMG), and the 366th Component Maintenance Squadron Propulsion Flight (366 CMS/MXMP). This supplement does not pertain to Air National Guard units or the Air Force Reserve Command. Office of primary responsibility (OPR) determines no waivers will be granted for any part of this publication. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/afrims/afrims/afrims/rims.cfm>. Contact supporting records managers as required. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*, route AF Forms 847 from the field through the appropriate functional's chain of command. See **Attachment 1** for a Glossary of References and Supporting Information.

SUMMARY OF CHANGES

Changed paragraph **3.5.7.1** by correcting the reference from **3.7.2** to **3.8.7**. Changed paragraph **3.11.2.1.1**, AGE paint inspection requirements to coincide with AFI21-101/CAFSUP1. Moved (report results to 366 EMS/MXMFS (ASM) Corrosion Control Section) from **3.11.2.1.1** to **3.11.2.1.2**. Changed paragraph **3.13.1.2** wash start from 0800 to 0700. Changed paragraph **3.14.1.5.3** by removing the words (Large parts or parts requiring a camouflage pattern may require installation prior to paint.) due to assigned MDS F-15's single color paint scheme. Changed paragraph **3.14.1.6.2.1** by removing C/D and changed from 8 to 11 days. Changed paragraph **3.14.1.6.1** to say Aircraft Paint Scheduling results from the Shared Resources meeting will be published by P&S in the weekly flying and maintenance schedule. Added at Shared Resources meeting to paragraph **3.14.1.7.2**. Added and paint score must be accomplished by ASM personnel prior to towing aircraft from either indoor or outdoor wash rack facilities to paragraph **3.14.2.1.1**. Deleted paragraph **3.14.3.6.1.2**. Deleted (Example AF09-1234) from paragraph **3.14.3.7.2.1**. Changed paragraph **3.14.3.7.2.1** description of Commander's tail markings to reflect approved layout and added three or four-digit serial number IAW 1F-15A-23. Changed paragraph **3.14.3.13.1.1** by removing the words (390 FS/CC=Blue (FS 15180) due to 390 FS being deactivated. Renumbered paragraphs **3.14.1.3** thru **3.14.1.3.6** to reflect correct numbers/section of **3.11.2.1** thru **3.11.2.1.6**. Renumbered paragraphs **3.14.1.4** thru **3.14.1.5.3** to reflect correct numbers/section of **3.11.2.2** thru **3.11.2.3.3**. Renumbered paragraph **3.14.1.2** to reflect correct number/section of **3.14.3.6.1**. Renumbered paragraphs **3.14.3.6.1**, **3.14.3.6.1.1**, **3.14.3.6.2**, **3.14.3.6.3** to reflect correct number of paragraphs of **3.14.3.6.2**, **3.14.3.6.2.1**, **3.14.3.6.3**, **3.14.3.6.4**. Changed **Attachment 6 (Added)** by removing all 390 FS F-15C/D references due to 390 FS being deactivated.

3.5.7.1. (Added) The Wing Corrosion Program Manager (WCPM) will designate a fully qualified, Aircraft Structural Maintenance (ASM) 7-level to perform wash rack supervisor training IAW paragraph **3.8**.

3.6.5.1. (Added) Designate technicians to attend the Corrosion Prevention Advisory Board for each model aircraft assigned.

3.6.12. (Added) Ensure, through the wash rack facility manager, equipment and cleaning materials are adequately stocked and maintained in serviceable condition for assigned aircraft. 366 EMS, through the wash rack facility manager, will notify each AMU of shortfalls or deficiencies of cleaning materials, equipment and supplies impacting the aircraft maintenance schedule at the next Shared Resources meeting, and coordinate through AMU Plans and Scheduling (P&S) for rescheduling of washes delayed due to equipment or material shortages.

3.6.13. (Added) Review and validate deferred corrosion discrepancies weekly using the Integrated Maintenance Data System (IMDS) and coordinate with AMU P&S section and AMU Production Superintendent for completion through the weekly Shared Resources meeting.

3.7.3.1. (Added) Each AMU will provide a sufficient number of trained personnel to perform as wash crew supervisors.

3.8.7. (Added) Train wash crew supervisors on the proper use of the hazardous spill kits located at each wash rack station, and all emergency response procedures during wash crew supervisor training as outlined in paragraph **3.5.7.1**.

3.9.9. **(Added)** Wash crew supervisors will terminate aircraft washes on the outside wash rack during the following weather conditions:

3.9.9.1. **(Added)** Temperature drops to 40 degrees Fahrenheit.

3.9.9.2. **(Added)** Lightning is present within 5 miles.

3.9.9.3. **(Added)** Upon notification of Phase II or III weather conditions, wash crew supervisors will ensure all equipment and loose objects are secured or removed from outside wash rack. Reschedule canceled aircraft washes at the next shared resource meeting

3.11.2.1. **(Added)** AGE Flight will ensure the following:

3.11.2.1.1. **(Added)** Inspect assigned AGE biennially and annotate the paint condition category on the unit's AFTO Form 244, *Industrial/Support Equipment Record*, based on the following criteria: IAW Technical Order (TO) 35-1-3, *Corrosion Prevention, Painting and Marking of USAF Support Equip (SE)*.

3.11.2.1.1.1. **(Added)** Category 3--severe fading, corrosion, extensive spot painting.

3.11.2.1.1.2. **(Added)** Category 2--some fading, some spot painting and chipping.

3.11.2.1.1.3. **(Added)** Category 1--new paint, no spot painting or fading.

3.11.2.1.2. **(Added)** Develop an equipment paint priority based on "worst-is-first" principle and report results to 366 EMS/MXMFS (ASM) Corrosion Control Section.

3.11.2.1.3. **(Added)** Attend weekly Shared Resources meeting as needed to schedule AGE paint days.

3.11.2.1.4. **(Added)** AGE is prepared for paint to include washing, sanding and masking.

3.11.2.1.5. **(Added)** AGE is in place NLT 0700 of the scheduled day.

3.11.2.1.6. **(Added)** Re-apply markings and decals after painting.

3.11.2.2. **(Added)** Munitions Flight/Propulsion Flight will ensure the following:

3.11.2.2.1. **(Added)** Schedule maintenance trailers for repainting as necessary, to maintain standards.

3.11.2.2.2. **(Added)** Trailers are clean, sanded smooth or bead blasted and masked prior to painting.

3.11.2.2.3. **(Added)** Trailers are in place by 0700 of the scheduled day for painting.

3.11.2.2.4. **(Added)** Re-apply required markings and decals after painting.

3.11.2.3. **(Added)** AMU personnel will ensure the following:

3.11.2.3.1. **(Added)** Aircraft areas are properly cleaned after work is completed.

3.11.2.3.2. **(Added)** Protect removed panels from scratches and damage.

3.11.2.3.3. **(Added)** Coordinate with 366 EMS/MXMFS prior to installing bare metal or primed panels.

3.13.1.1. **(Added)** Schedule the 366th Fighter Wing (366 FW) aircraft on a 180-day wash cycle. Schedule aircraft for wash within 30 days of their due date. Coordinate wash slots at the weekly

Shared Resources meeting. Coordinate deviations at the weekly Shared Resources meeting, or due to unforeseen events, through 366 EMS supervision. **Exceptions:** Aircraft requiring to be washed to further a maintenance requirement (e.g., phase, painting, static display, cannibalization enhancement, or aircraft departing for extended deployments over 30 days).

3.13.1.2. **(Added)** Wash aircraft on a two-shift schedule: 0700-1600 and 1600-2400. In order to maintain scheduling effectiveness, tow aircraft in and out of the wash rack on time; aircraft not in place at the wash facility within 2 hours of the scheduled time may be cancelled to prevent schedule disruption.

3.14.1.1. **(Added)** Each AMU will:

3.14.1.1.1. **(Added)** Wash aircraft after last flight or any major maintenance prior to scheduled corrosion treatment/paint (i.e., phase inspection or cannibalization enhancement.).

3.14.1.1.2. **(Added)** Remove external stores (e.g., pylons and launchers), including conformal fuel tanks. Ensure fuel tanks are thoroughly drained to prevent spills/leakage and center of gravity problems during sand/paint operations.

3.14.1.1.3. **(Added)** Each AMU will inspect aircraft after wash to highlight areas requiring further cleaning or maintenance for fuel and hydraulic leaks. Repair leaks to the maximum extent possible. Leaks not stopped will have preventive measures taken to prevent the leak from reaching aircraft external surfaces.

3.14.1.1.4. **(Added)** Ensure aircraft are in the corrosion control facility no later than (NLT) 0700 on the first day of a scheduled paint. Have aircraft in place during inclement weather by 0500 to allow snow and ice to melt, and the aircraft to acclimate to hangar temperature if conditions allow towing of aircraft.

3.14.1.1.4.1. **(Added)** It is the owning AMU's responsibility to get a full set of uninstalled equipment, including travel pods, fuel tanks, aircraft boarding ladders and pylons to the corrosion control facility on the first day of the scheduled paint. Equipment must be clean and in place NLT 1600 on the first day of paint. The 366 EMS/MXMFS (ASM) Corrosion Control Section NCOIC will determine if equipment arriving after this time is turned away. Ensure an AFTO Form 350, *Reparable Item Processing Tag*, and a printout of IMDS screen 122 accompanies associated equipment. Owning AMU will ensure the following:

3.14.1.1.4.1.1. **(Added)** Aircraft is safe for hangar entry and external stores are removed prior to being towed into the corrosion control facility.

3.14.1.1.4.1.2. **(Added)** Dummy plugs are installed in chaff and flare openings.

3.14.1.1.4.1.3. **(Added)** Aircraft is defueled and internal wing fuel tanks are empty.

3.14.1.1.4.1.4. **(Added)** Tail hook is up and in the stowed position.

3.14.1.1.4.1.5. **(Added)** Canopy is lowered

3.14.1.1.5. **(Added)** Notify 366 EMS/MXMFS (ASM) to have an aircraft paint acceptance inspection accomplished on aircraft returning from Programmed Depot Maintenance (PDM). Complete this inspection within 5 working days of returning from depot, or prior to aircraft's first home station flight, whichever is sooner.

3.14.1.1.6. **(Added)** Aircraft Paint Scheduling:

3.14.1.1.6.1. **(Added)** Will hold a weekly Shared Resources meeting to develop a flow plan to ensure Condition 4 aircraft are painted in a timely manner. Flow plan will take into consideration the timing of major phases, PDM schedules, and other factors affecting scheduling aircraft for paint. The ASM Section Chief or their designated representative, AMU schedulers, AMU Production Superintendents, AGE scheduler, and the 366th Maintenance Operations Squadron, P&S (366 MOS/MXOOP) representative will attend the Shared Resources meeting. Aircraft Paint Scheduling results from the Shared Resources meeting will be published by P&S in the weekly flying and maintenance schedule.

3.14.1.1.6.2. For scheduling purposes, aircraft downtimes required for a complete paint are as follows:

3.14.1.1.6.2.1. F-15E/SG aircraft: 11 days. An additional day is required for 12 AF (if applicable), FW, OG, or FS commander's aircraft.

3.14.1.1.6.2.2. **(Added)** Cure time for polyurethane paint is 72 hours from last application. Cure time is longer when the temperature inside the hangar drops below 60 degrees Fahrenheit. Document paint cure checks for full overcoats in IMDS and the AFTO Form 781A as a Red X condition.

3.14.1.1.6.3. **(Added)** Aircraft scheduled for PDM within 12 months will not have a complete paint performed regardless of condition; only perform minor maintenance painting on these aircraft to prevent corrosion.

3.14.1.1.7. **(Added)** Off-Equipment Scheduling will ensure the following:

3.14.1.1.7.1. **(Added)** Only paint equipment on designated AGE paint days as indicated in the monthly or weekly maintenance schedule.

3.14.1.1.7.2. **(Added)** Equipment is in place the day scheduled at Shared Resources meeting.

3.14.2.1. **(Added)** Procedures:

3.14.2.1.1. **(Added)** Aircraft condition paint scoring. 366 EMS/MXMFS will rate the condition of aircraft after each 180-day wash is completed to prioritize aircraft scheduled to receive touch-up and complete paints. Use guidance in the applicable TO 1F-15A-23, *System Peculiar Corrosion Control*, to score aircraft and paint score must be accomplished prior to towing aircraft from either indoor or outdoor wash rack facilities.

3.14.2.1.2. **(Added)** Condition 1--Little or no touch-up required

3.14.2.1.3. **(Added)** Condition 2--Minor touch-ups required (normally scheduled for 2 days plus 72 hrs paint cure time).

3.14.2.1.4. **(Added)** Condition 3--Major touch-ups required (normally scheduled for 4 days plus 72 hrs paint cure time).

3.14.2.1.5. **(Added)** Condition 4--Full repaint required (normally scheduled for 8 days plus 72 hrs paint cure time). These aircraft have scheduling priority for painting at the corrosion control facility.

3.14.3.6.1. **(Added)** Dedicated crew chief will ensure the aircrew, crew chief and one assistant crew chief names are loaded in IMDS, spelled correctly, and marked to designate (if applicable), 12 AF, 366 FW, 366 OG, and Fighter Squadron commander's aircraft IAW ACCI 21-105 and

the MHAFB Supplement.

3.14.3.6.2. **(Added)** On fleet aircraft, accomplish aircrew and crew chief names in Helvetica font; capitalized, and 1 3/4 inches in height. Aircrew and crew chief name colors are as follows:

3.14.3.6.2.1. **(Added)** F-15E/SG - flat black (P20872C)

3.14.3.6.3. **(Added)** With the exception of the 12 AF's (if applicable) and wing commander's aircraft, apply only one assistant dedicated crew chief's name per aircraft.

3.14.3.6.4. **(Added)** Assigned aircraft will have an eagle name block IAW [Attachment 6 \(Added\)](#), *Mountain Home AFB Specific Aircraft Marking*.

3.14.3.7.2.1. **(Added)** Mark commander's aircraft IAW ACCI 21-105 [Attachment 2](#) and [Attachment 6 \(Added\)](#) of this instruction. The unit designator, radio call number and unit name are shadowed in light gray (FS 36622). The unit name (*Example: 366th FW*) is 10-inch letters, and is centered between the unit designator and the radio call number. The radio call number will consist of the AF designation with the two digit contract year and three or four-digit serial number IAW 1F-15A-23 figure 10-1, note #15.

3.14.3.8.1. **(Added)** Commander travel pods are painted the predominant color of the flying squadron or unit: 389 FS/CC = Red (FS 11136); 391 FS/CC = Orange (FS 12197); 428 FS/CC = Black (15109); 366 OG/CC, 366 FW/CC and 12 AF/CC (if applicable) = Black (FS 17038). Mark travel pods IAW [Attachment 7 \(Added\)](#), *Travel Pod Markings*, of this instruction.

3.14.3.8.2. **(Added)** Specific commander travel pods require special care when not being utilized. Travel pods will have a locally manufactured or procured cover to protect the finish system. Also, hang travel pods on available travel pod hangers. When possible, store travel pods indoors to protect them from weather conditions.

3.14.3.10.1. **(Added)** Apply full paint identification (MIL SPEC) block design IAW [Attachment 5 \(Added\)](#), to assigned aircraft after full repaint at MHAFB.

3.14.3.12.1. **(Added)** Nose numbers will not exceed the last four digits of the tail number, and is applied to the nose gear door.

3.14.3.13.1.1. **(Added)** F-15E aircraft have the "Talons Down" Eagle; and F-15SG aircraft have "skull and crossed swords" IAW [Attachment 6 \(Added\)](#), apply Bird of Prey.

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Commander, 366th Maintenance Group

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References (Added)***

AFMAN33-363, *Management of Records*, 1 March 2008

TO 1F-15A-23, *System Peculiar Corrosion Control*, 1 June 1996 Change 26-, 15 July 2010

TO 35-1-3, *Corrosion Prevention, Painting and Marking of USAF Support Equipment (SE)*, Change 5- 1, September 2010

Adopted Forms (Added):

AF Form 847, *Recommendation for Change of Publication*

AFTO Form 244, *Industrial/Support Equipment Record*

AFTO Form 350, *Reparable Item Processing Tag*

Abbreviations and Acronyms (Added)

ACCI—Air Combat Command Instruction

AF—Air Force

AFMAN—Air Force Manual

AGE—Aerospace Ground Equipment

AMU—Aircraft Maintenance Unit

ASM—Aircraft Structural Maintenance

CC—Commander

CMS—Component Maintenance Squadron (366 CMS)

EMS—Equipment Maintenance Squadron (366 EMS)

FS—Fighter Squadron

FW—Fighter Wing (366 FW)

IAW—In Accordance With

IMDS—Integrated Maintenance Data System

MHAFB—Mountain Home Air Force Base

MOS—Maintenance Operations Squadron (366 MOS)

MXMFS—Aircraft Structural Maintenance (366 EMS/MXMFS)

MXMG—Aerospace Ground Equipment (366 EMS/MXMG)

MXMP—Propulsion Flight (366 CMS/MXMP)

MXMW—Munitions Flight (366 EMS/MXMW)

MXOOP—Plans and Scheduling (366 MOS/MXOOP)

NCOIC—Non-Commissioned Officer In Charge

NLT—No Later Than

OG—Operations Group (366 OG)

OPR—Office of Primary Responsibility

P&S—Plans and Scheduling

PDM—Programmed Depot Maintenance

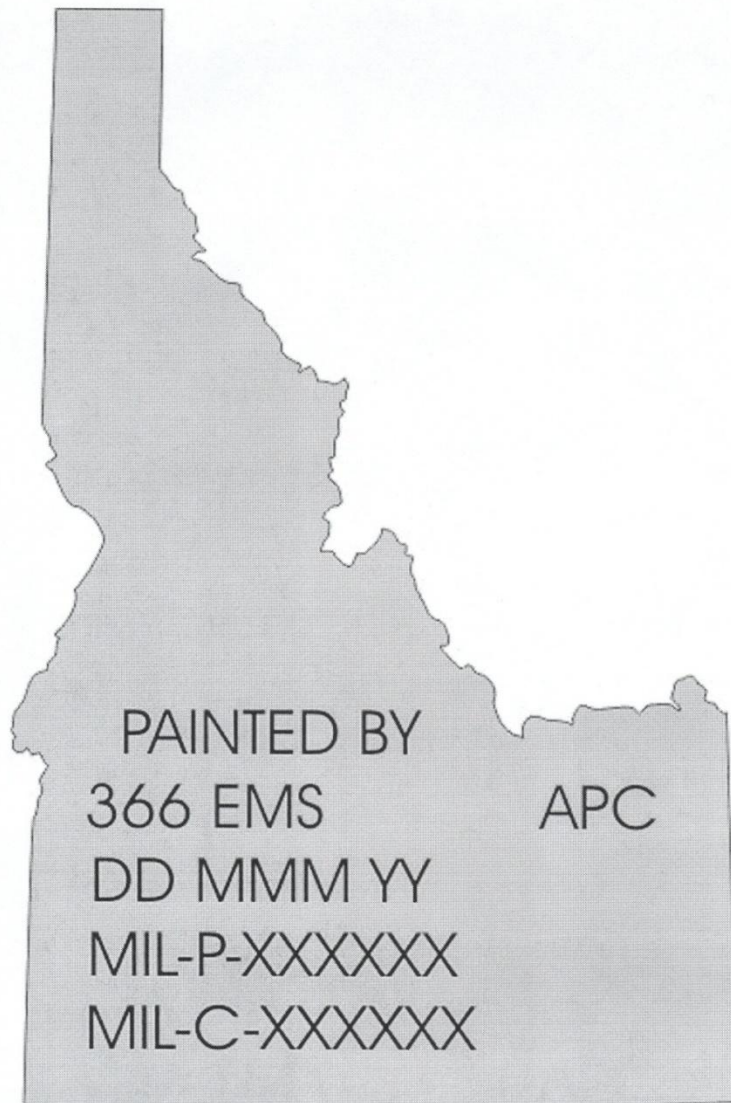
RDS—Records Disposition Schedule

RIMS—Records Information Management System

TO—Technical Order

Attachment 5 (Added)

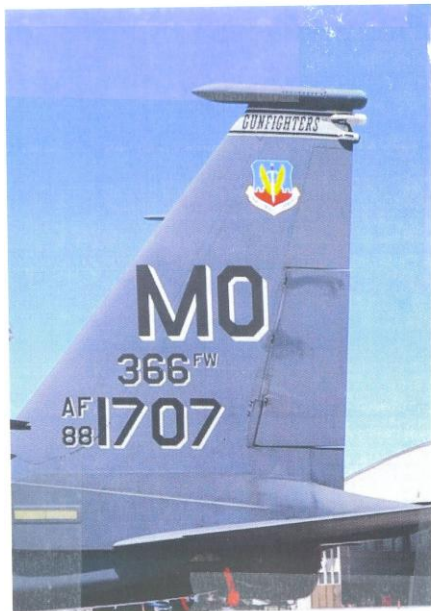
SAMPLE PAINT IDENTIFICATION BLOCK



Attachment 6 (Added)

MOUNTAIN HOME AFB SPECIFIC AIRCRAFT MARKING

Commander's A/C Marking (typ)



Bird of Prey



F-15E



F-15SG

Aircrew Name Block



F-15E



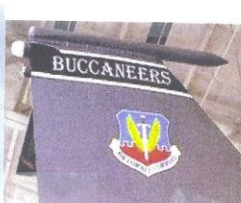
F-15SG



389 FS



391 FS



428 FS



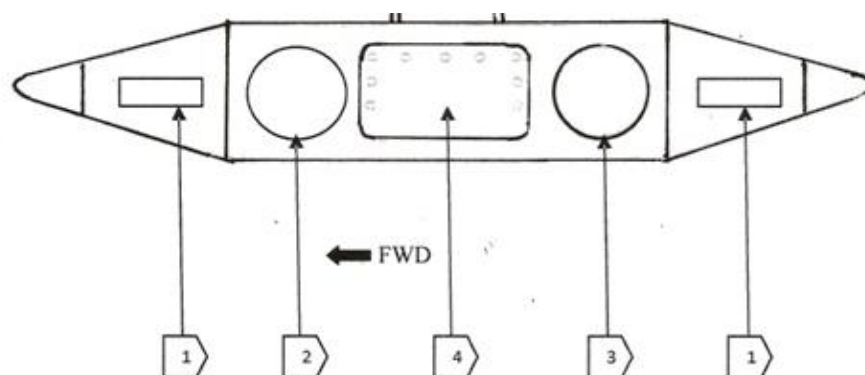
OG/CC & FW/CC



12 AF/CC

Attachment 7 (Added)

TRAVEL POD MARKINGS



Notes:

- 1 Unit specific icon will be centered between front/tail cone seam and forward/aft body seam (2 places). 389 FS/CC = 11" x 5" yellow thunderbolt, 391 FS/CC = 11" x 5" black tiger stripe, 428 FS/CC = 8" tall black "skull and cross swords", 366 FW/CC and 366 OG/CC = chrome pistol, 12 AF/CC = 11" x 5" 12 AF/CC aircraft tail flash
- 2 Forward unit emblem will be centered between forward body seam and cargo door. 389 FS/CC, 391 FS/CC and 428 FS/CC = 10" squadron emblem. 366 FW/CC, 366 OG/CC and 12 AF/CC = 10" ACC emblem.
- 3 Aft unit emblem will be centered between cargo door and aft body seam. 389 FS/CC, 391 FS/CC, 428 FS/CC, 366 OG/CC and 366 FW/CC = 10" 366 FW emblem. 12 AF/CC = 10" 12 AF emblem.
- 4 Names will be centered on cargo door and will conform to paragraph 3.14.3.6 except 366 OG/CC, 366 FW/CC and 12 AF/CC travel pods. These will be chrome letters shadowed in white.